BTS 42-15
Friday, September 11, 2015
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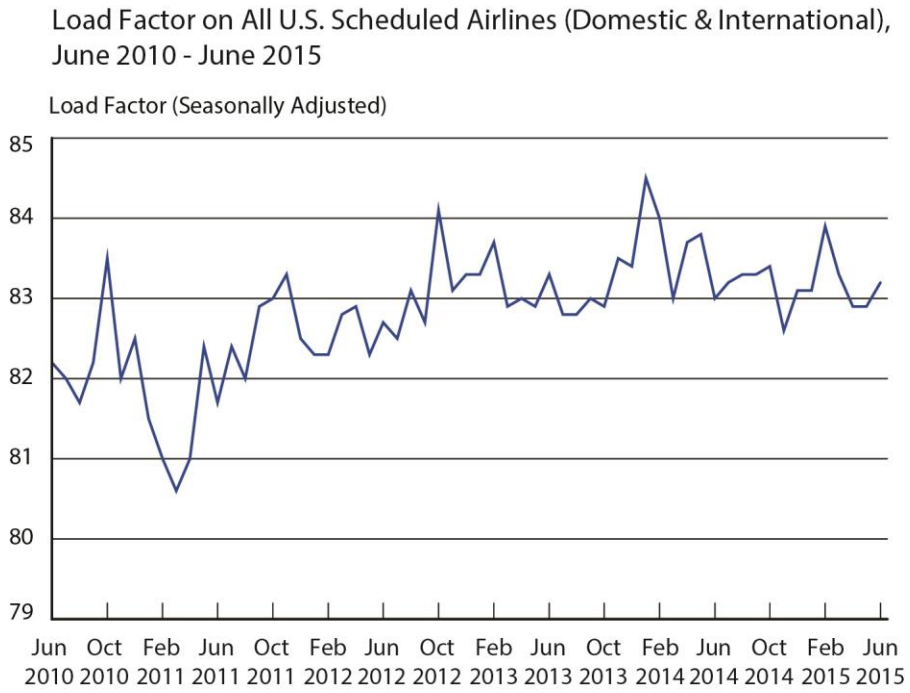
June 2015 U.S. Airline Traffic Data

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines' systemwide (domestic and international) scheduled service load factor – a measure of the use of airline capacity – rose to 83.2 percent in June, seasonally adjusted, after remaining unchanged for two consecutive months (Table 1). Seasonal adjustment allows the comparing of monthly load factors to all other months.



For June, U.S. airlines reported seasonally-adjusted all-time monthly highs in passenger enplanements, Revenue Passenger-Miles (RPMs) and Available Seat-Miles (ASMs). Systemwide passenger enplanements in June (66.0 million) exceeded the previous record in May 2015 by 0.2 percent (Table 8). Systemwide RPMs in June (74.8 billion) exceeded the previous record in May 2015 by 0.4 percent (Table 4). Systemwide ASMs in June (89.9 billion) exceeded the previous record in May 2015 by 0.1 percent (Table 6). These all-time highs resulted in a higher load factor in June because the growth in passenger travel exceeded the growth in airline capacity.

The June load factor of 83.2 was below the all-time seasonally-adjusted high of 84.5 in January 2014 (Table 2). Load factor is a measure of the use of aircraft capacity that compares the system use, measured in Revenue Passenger-Miles (RPMs) as a proportion of system capacity, measured in Available Seat-Miles (ASMs).

The seasonally-adjusted load factor rose in June after having remained stable at 82.9 in April and May (Table 1). The load factor rose from May to June because passenger travel grew faster (0.4 percent increase in RPMs) than system capacity (0.1 percent increase in ASMs) (Tables 3, 5).

Trends:

Seasonally-adjusted

Since peaking in early 2014, load factor has varied from a high of 83.8 in May 2014 to a low of 82.6 in November 2014. The June load factor (83.2) continued that pattern (Table 1). June was the fourth consecutive month in which RPMs, ASMs and passenger enplanements reached seasonally-adjusted all-time highs (Tables 4, 6, 8).

Seasonally-adjusted trends are for the time period January 2000 to present.

Unadjusted

Systemwide: June load factor (86.4) was down from the all-time June high set in 2013 (87.0) (Table 13). The number of passengers, RPMs and ASMs all reached record highs for any June.

Domestic: June load factor (87.4) equaled the all-time high for the month of June set in 2014. The number of passengers, RPMs and ASMs all reached record highs for any June.

International: June load factor (84.4) was down from the all-time June high set in 2013 (86.9). The number of passengers, RPMs and ASMs all reached record highs for any June.

For the first half of 2014, January through June, load factor (82.9) was down from the all-time high set in 2014 (83.2). The number of passengers, RPMs and ASMs all reached record highs for the first six months of any year.

Unadjusted trends are for the time period January 1996 to present. Data are available at Customize Table and can be downloaded from the seasonally-adjusted data page.

Seasonally-Adjusted Air Travel

Seasonally-Adjusted Revenue Passenger-Miles

RPMs rose 0.4 percent from May to June, the fifth consecutive month of growth (Table 3).

RPMs of 74.8 billion in June were the highest all-time seasonally-adjusted total. Six of the top 10 all-time highest months for RPMs have been in 2015 and four were in 2014 (Table 4).

Seasonally-Adjusted Available Seat-Miles

ASMs rose 0.1 percent from May to June, the fourth consecutive month of growth (Table 5).

ASMs of 89.9 billion in June were the highest all-time seasonally-adjusted total. Five of the top 10 all-time highest months for ASMs have been in 2015 and one was in 2014 (Table 6).

Seasonally-Adjusted Passenger Enplanements

Systemwide: Systemwide passenger enplanements rose 0.2 percent from May to June, rising for the fourth consecutive month (Table 7). The systemwide total rose from May to June because of growth in domestic (0.1 percent) and international enplanements (0.8 percent) (Tables 9, 11).

Enplanements of 66.0 million in June were the highest all-time seasonally-adjusted total. Six of the top 10 all-time highest months for enplanements have been in 2015 (Table 8).

Domestic: Enplanements on domestic flights rose 0.1 percent from May to June, rising for the 12th consecutive month (Table 9). Domestic enplanements in June (57.5 million) were the highest all-time seasonally-adjusted total. Four of the top 10 all-time highest months for domestic enplanements have been in 2015. No other post-recession months are among the top 10 all-time highest months for domestic enplanements (Table 10).

International: U.S. airlines' international enplanements rose 0.8 percent from May to June, rising for the third consecutive month (Table 11). The June level (8.5 million) was the highest all-time seasonally-adjusted total. Six of the top 10 all-time highest months for international enplanements have been in 2015 and four were in 2014 (Tables 11, 12).

Unadjusted Tables

Unadjusted Load Factor

U.S. airlines' systemwide (domestic and international) scheduled service load factor – a measure of the use of airline capacity – was 86.4 percent in June, up from May and unchanged from June 2014 (Table 13).

The June load factor of 86.4 was down from the all-time unadjusted high for any month, 87.0 in June 2013 (Table 14)

The load factor rose year-to-year because passenger travel grew faster (4.1 percent increase in RPMs) than system capacity (4.0 percent increase in ASMs) (Tables 15, 17).

Unadjusted Revenue Passenger-Miles

RPMs in June increased 6.0 percent from May and increased 4.1 percent from June 2014 (Table 15).

RPMs of 82.7 billion in June were the second all-time unadjusted high, or 1.2 percent less than the all-time unadjusted high reached in July 2014. One of the top 10 all-time highest months for RPMs has been in 2015 and three were in 2014. The June 2015 level was the all-time unadjusted high for the month of June (Table 16).

Unadjusted Available Seat-Miles

ASMs in June increased 3.1 percent from May and increased 4.0 percent from June 2014 (Table 17).

ASMs of 95.7 billion in June were the second all-time unadjusted high, or 0.9 percent less than the all-time unadjusted high reached in July 2014. Two of the top 10 all-time highest months for ASMs have been in 2015 and two were in 2014. The June 2015 level was the all-time unadjusted high for the month of June (Table 18).

Unadjusted Passenger Enplanements

Systemwide: Systemwide unadjusted passenger enplanements in June 2015 (71.3 million) rose 3.4 percent from May and 3.9 percent from June 2014 (Table 19).

The June 2015 systemwide enplanement total (71.3 million) was the fourth highest all-time unadjusted total, 1.6 percent less than the all-time unadjusted high in July 2007 (72.4 million). The June 2015 level was the all-time unadjusted high for the month of June (Table 20).

Domestic: Domestic unadjusted passenger enplanements in June 2015 (61.8 million) rose 2.6 percent from May (60.3 million) and rose 4.3 percent from June 2014 (59.3 million) (Table 21).

Domestic, unadjusted passenger enplanements in June 2015 (61.8 million) were the fourth highest all-time unadjusted total, 2.6 percent less than the all-time unadjusted high in July 2007 (63.5 million) (Table 21). The June 2015 level was the all-time unadjusted high for the month of June (Table 22).

International: International unadjusted passenger enplanements in June 2015 (9.5 million) rose 9.0 percent from May (8.7 million) and rose 1.3 percent from May 2014 (9.3 million) (Table 23).

International unadjusted passenger enplanements in June 2015 (9.5 million) were the seventh highest all-time unadjusted total, 6.7 percent less than the all-time unadjusted high in July 2014 (10.1 million) (Table 23). The June 2015 level was the all-time unadjusted high for the month of June (Table 24).

Explanation of seasonal adjustment

When the primary purpose is to examine monthly shifts in transportation services output and analyze short-term trends, the variation introduced by normal seasonal changes must be removed from the data. Transportation is highly seasonal, and without adjustment, the data do not give an accurate picture of underlying changes in aviation and passenger travel.

Seasonal adjustment of the data removes the seasonal events that follow a regular seasonal pattern. Changes that are not due to seasonality, such as a change in air travel resulting from economic conditions become more readily apparent.

The aviation data are seasonally adjusted for the effects of trading day, moving holidays, and data outliers.

See Seasonal Adjustment for methodology and additional explanation.

Reporting Notes

Data are compiled from monthly reports filed with BTS by commercial U.S. air carriers detailing operations, passenger traffic and freight traffic. This release includes data received by BTS from 82 carriers as of Sept. 2 for U.S. carrier **scheduled** civilian operations.

Go to http://www.transtats.bts.gov/releaseinfo.asp for the complete list of reporting and non-reporting carriers. U.S. carriers' foreign point-to-point flights are included in system and international totals. To create a customized table for passengers, flights, RPMs, ASMs and other data, including non-scheduled service, go to http://apps.bts.gov/xml/air_traffic/src/index.xml#CustomizeTable

For additional scheduled service numbers for U.S. airlines, U.S. and foreign airlines, by airline and by airport, see Passengers, Flights, Revenue Passenger-Miles, Available Seat-Miles and Load Factor.

Traffic numbers are available on the BTS website at TranStats, the Intermodal Transportation Database, at http://transtats.bts.gov. Click on "Aviation." For systemwide passengers, RPMs and ASMs by carrier through September, click on "Air Carrier Summary Data (Form 41 and 298C Summary Data)," and then click on "Schedule T-1." Use crosstabs to find scheduled service.

For domestic numbers through June and international numbers through March by origin as well as by carrier, click on "Aviation," then click on "Air Carrier Statistics (Form 41 Traffic)." Click on "T-100 Market" for system passenger numbers, "T-100 Domestic Market" for domestic or "T-100 International Market" for international. For flights, stage length and trip length, use the appropriate T-100 Segment database. Use crosstabs to find scheduled service.

International totals in this press release consist of all U.S. carrier operations to and from the U.S. and from one foreign point to another foreign point. TranStats T-100 systemwide and international totals do not include U.S. carriers' foreign point-to-point flights. For June, U.S. carriers reported 102,747 foreign point-to-point passengers. For January through June, U.S. carriers reported 656,170 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Oct.16 for the release of July traffic data. None of the data are from samples so measures of statistical significance do not apply.

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Seasonally-Adjusted Tables

Table 1. U.S. Airlines Seasonally-Adjusted Monthly Load Factor
Systemwide (Domestic + International) RPMs/ASMs (both seasonally-adjusted) in percent
Scheduled service only

	2012	2013	2014	2015
January	82.3	83.3	84.5	83.1
February	82.3	83.7	84.0	83.9
March	82.8	82.9	83.0	83.3
April	82.9	83.0	83.7	82.9
May	82.3	82.9	83.8	82.9
June	82.7	83.3	83.0	83.2
July	82.5	82.8	83.2	
August	83.1	82.8	83.3	
September	82.7	83.0	83.3	
October	84.1	82.9	83.4	
November	83.1	83.5	82.6	
December	83.3	83.4	83.1	

Source: Bureau of Transportation Statistics, T-100 Segment
Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 2. 10 Months with Highest Seasonally-Adjusted Load Factors, 2000-2015
Systemwide (Domestic + International) RPMs/ASMs (both seasonally-adjusted) in percent
Scheduled service only

Rank	Date	Seasonally-Adjusted Load Factor
1	January 2014	84.5
2	October 2012	84.1
3	February 2014	84.0
4	February 2015	83.9
5	May 2014	83.8
6	April 2014	83.7
7	February 2013	83.7
8	November 2013	83.5
9	October 2010	83.5
10	October 2014	83.4

Source: Bureau of Transportation Statistics, T-100 Segment
Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 3. U.S. Airlines Seasonally-Adjusted Monthly Revenue Passenger-Miles (RPMs)
Systemwide (Domestic + International) RPMs (seasonally-adjusted) in billions (000,000,000)
Scheduled service only

	2012	2013	2014	2015
January	68.0	69.4	71.1	73.0
February	68.6	70.7	71.2	73.2
March	68.8	69.3	71.6	73.7
April	68.7	69.6	71.6	74.0
May	68.3	69.8	71.8	74.5
June	68.4	70.1	71.6	74.8
July	68.1	69.7	72.1	
August	68.6	70.1	72.0	
September	68.5	70.1	72.1	
October	68.2	70.4	72.6	
November	68.8	70.9	72.0	
December	68.8	70.9	73.4	

Source: Bureau of Transportation Statistics, T-100 Segment
Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 4. 10 Months with Highest Seasonally-Adjusted Revenue Passenger-Miles (RPMs), 2000-2015
Systemwide (Domestic + International) RPMs (seasonally-adjusted) in billions (000,000,000)
Scheduled service only

Rank	Month	Seasonally-Adjusted RPMs in billions
1	June 2015	74.8
2	May 2015	74.5
3	April 2015	74.0
4	March 2015	73.7
5	December 2014	73.4
6	February 2015	73.2
7	January 2015	73.0
8	October 2014	72.6
9	July 2014	72.1
10	September 2014	72.1

Source: Bureau of Transportation Statistics, T-100 Segment
Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 5. U.S. Airlines Seasonally-Adjusted Monthly Available Seat-Miles (ASMs)
Systemwide (Domestic + International) ASMs (seasonally-adjusted) in billions (000,000,000)
Scheduled service only

	2012	2013	2014	2015
January	82.6	83.3	84.1	87.9
February	83.3	84.5	84.8	87.1
March	83.2	83.6	86.3	88.5
April	82.9	83.8	85.5	89.2
May	82.9	84.1	85.7	89.8
June	82.7	84.1	86.3	89.9
July	82.5	84.2	86.7	
August	82.6	84.7	86.5	
September	82.7	84.5	86.5	
October	81.1	84.8	87.0	
November	82.8	84.9	87.2	
December	82.6	85.0	88.4	

Source: Bureau of Transportation Statistics, T-100 Segment
Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 6. 10 Months with Highest Seasonally-Adjusted Available Seat-Miles (ASMs), 2000-2015
Systemwide (Domestic + International) ASMs (seasonally-adjusted) in billions (000,000,000)
Scheduled service only

Rank	Month	Seasonally-Adjusted ASMs in billions
1	June 2015	89.9
2	May 2015	89.8
3	April 2015	89.2
4	March 2015	88.5
5	December 2014	88.4
6	November 2007	88.3
7	December 2007	88.1
8	January 2008	88.0
9	January 2015	87.9
10	February 2008	87.7

Source: Bureau of Transportation Statistics, T-100 Segment
Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 7. U.S. Airlines Systemwide Seasonally-Adjusted Passenger Enplanements
Systemwide (Domestic + International) passenger enplanements (seasonally adjusted) in millions (000,000)
Scheduled service only

	2012	2013	2014	2015
January	61.14	61.83	62.73	64.69
February	61.47	62.91	62.89	64.63
March	61.13	61.21	63.70	65.26
April	61.43	61.61	63.32	65.52
May	60.95	61.55	63.44	65.90
June	61.12	61.91	63.29	66.03
July	61.08	61.19	63.59	
August	61.48	61.72	63.65	
September	61.32	62.03	63.98	
October	61.14	62.13	64.05	
November	61.19	63.07	64.28	
December	61.84	62.63	64.38	

Source: Bureau of Transportation Statistics, T-100 Market

Table 8. Systemwide 10 Months with Highest Seasonally-Adjusted Passenger Enplanements, 2000-2015
Systemwide (Domestic + International) passenger enplanements on U.S. airlines (seasonally-adjusted) in millions (000,000)
Scheduled service only

Rank	Month	Seasonally-Adjusted enplanements in millions
1	June 2015	66.03
2	May 2015	65.90
3	April 2015	65.52
4	March 2015	65.26
5	August 2007	64.86
6	October 2007	64.69
7	January 2015	64.69
8	February 2015	64.63
9	September 2007	64.43
10	November 2007	64.40

Source: Bureau of Transportation Statistics, T-100 Market

Table 9. U.S. Airlines Domestic Seasonally-Adjusted Passenger Enplanements
Domestic passenger enplanements (seasonally-adjusted) in millions (000,000)
Schedule service only

	2012	2013	2014	2015
January	53.40	53.88	54.41	56.30
February	53.66	54.83	54.61	56.26
March	53.25	53.19	55.35	56.89
April	53.57	53.61	54.92	57.14
May	53.13	53.49	55.05	57.47
June	53.33	53.78	54.92	57.53
July	53.29	53.00	55.22	
August	53.66	53.50	55.31	
September	53.34	53.84	55.69	
October	53.24	53.89	55.87	
November	53.27	54.84	55.97	
December	53.92	54.36	55.99	

Source: Bureau of Transportation Statistics, T-100 Domestic Market

Table 10. Domestic 10 Months with Highest Seasonally-Adjusted Passenger Enplanements, 2000-2015
Domestic passenger enplanements on U.S. airlines (seasonally-adjusted) in millions (000,000)
Scheduled service only

Rank	Month	Seasonally-Adjusted enplanements in millions
1	June 2015	57.53
2	May 2015	57.47
3	August 2007	57.24
4	April 2015	57.14
5	October 2007	57.03
6	June 2007	56.91
7	September 2007	56.89
8	March 2015	56.89
9	May 2007	56.88
10	July 2007	56.79

Source: Bureau of Transportation Statistics, T-100 Domestic Market

Table 11. U.S. Airlines International Seasonally-Adjusted Passenger Enplanements
International passenger enplanements (seasonally-adjusted) in millions (000,000)

	2012	2013	2014	2015
January	7.74	7.95	8.31	8.40
February	7.82	8.08	8.29	8.37
March	7.87	8.02	8.35	8.37
April	7.86	7.99	8.40	8.38
May	7.82	8.06	8.39	8.43
June	7.79	8.13	8.37	8.50
July	7.79	8.19	8.36	
August	7.83	8.22	8.34	
September	7.97	8.19	8.28	
October	7.91	8.24	8.18	
November	7.93	8.23	8.31	
December	7.92	8.27	8.40	

Source: Bureau of Transportation Statistics, T-100 International Market

Table 12. International 10 Months with Highest Seasonally-Adjusted Passenger Enplanements, 2000-2015
International passenger enplanements on U.S. airlines (seasonally-adjusted) in millions (000,000)
Scheduled service only

Rank	Month	Seasonally-Adjusted enplanements in millions
1	June 2015	8.50
2	May 2015	8.43
3	April 2014	8.40
4	January 2015	8.40
5	December 2014	8.40
6	May 2014	8.39
7	April 2015	8.38
8	March 2015	8.37
9	June 2014	8.37
10	February 2015	8.37

Source: Bureau of Transportation Statistics, T-100 International Market

Unadjusted Tables

Table 13. U.S. Airlines Unadjusted Monthly Load Factor
Systemwide (Domestic + International) RPMs/ASMs (both unadjusted) in percent
Scheduled service only

	2012	2013	2014	2015
January	77.6	78.9	80.3	79.1
February	76.6	79.2	79.8	80.2
March	83.0	84.3	83.5	83.9
April	82.5	81.6	83.4	82.5
May	83.5	84.2	85.0	84.1
June	86.5	87.0	86.4	86.4
July	86.6	86.6	86.7	
August	86.5	86.1	86.5	
September	81.6	81.6	81.9	
October	83.4	82.2	82.8	
November	81.9	79.3	79.8	
December	81.5	84.4	82.6	

Source: Bureau of Transportation Statistics, T-100 Segment
Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 14. 10 Months with Highest Unadjusted Load Factors, 2000-2015
Systemwide (Domestic + International) RPMs/ASMs (both unadjusted) in percent
Scheduled service only

Rank	Month	Unadjusted Load Factor
1	June 2013	87.0
2	July 2011	86.9
3	July 2010	86.8
4	July 2014	86.7
4	July 2014	86.7
5	July 2013	86.6
6	July 2012	86.6
7	June 2012	86.5
8	August 2012	86.5
9	August 2014	86.5

Source: Bureau of Transportation Statistics, T-100 Segment
Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 15. U.S. Airlines Unadjusted Monthly Revenue Passenger-Miles (RPMs)
Systemwide (Domestic + International) RPMs (unadjusted) in billions (000,000,000)
Scheduled service only

	2012	2013	2014	2015
January	61.1	62.4	64.1	66.0
February	57.5	57.5	57.9	59.8
March	70.8	72.2	73.6	75.8
April	67.8	67.8	70.7	73.1
May	71.2	73.0	75.2	78.0
June	76.0	77.9	79.5	82.7
July	79.6	81.3	83.7	
August	77.7	79.3	81.2	
September	65.2	66.6	68.4	
October	67.0	69.1	71.3	
November	63.4	63.0	65.2	
December	65.9	70.4	71.8	

Source: Bureau of Transportation Statistics, T-100 Segment
Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 16. 10 Months with Highest Unadjusted Revenue Passenger-Miles (RPMs), 2000-2015
Systemwide* RPMs (unadjusted) in billions (000,000,000)
Scheduled service only

Rank	Month	Unadjusted RPMs in billions
1	July 2014	83.7
2	June 2015	82.7
3	July 2013	81.3
4	August 2014	81.2
5	July 2011	80.4
6	July 2007	79.9
7	July 2012	79.6
8	June 2014	79.5
9	August 2013	79.3
10	July 2008	78.8

Source: Bureau of Transportation Statistics, T-100 Segment
Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 17. U.S. Airlines Unadjusted Monthly Monthly Available Seat-Miles (ASMs)
Systemwide (Domestic + International) ASMs (unadjusted) in billions (000,000,000)
Scheduled service only

	2012	2013	2014	2015
January	78.7	79.2	79.8	83.4
February	75.0	72.6	72.5	74.5
March	85.3	85.6	88.2	90.3
April	82.1	83.1	84.8	88.6
May	85.2	86.7	88.5	92.8
June	87.8	89.5	92.0	95.7
July	91.9	93.8	96.5	
August	89.9	92.2	94.0	
September	80.0	81.5	83.5	
October	80.3	84.0	86.1	
November	77.4	79.5	81.7	
December	80.9	83.4	86.8	

Source: Bureau of Transportation Statistics, T-100 Segment
Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 18. 10 Months with Highest Unadjusted Available Seat-Miles (ASMs), 2000-2015
Systemwide (Domestic + International) ASMs (unadjusted) in billions (000,000,000)
Scheduled service only

Rank	Month	Unadjusted ASMs in billions
1	July 2014	96.5
2	June 2015	95.7
3	August 2014	94.0
4	July 2013	93.8
5	July 2008	93.7
6	July 2007	92.9
7	August 2007	92.8
8	May 2015	92.8
9	July 2011	92.5
10	August 2013	92.2

Source: Bureau of Transportation Statistics, T-100 Segment
Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 19. U.S. Airlines Systemwide Unadjusted Passenger Enplanements
Systemwide (Domestic + International) passenger enplanements (unadjusted) in millions (000,000)
Scheduled service only

	2012	2013	2014	2015
January	54.44	55.35	55.81	57.78
February	53.11	52.49	52.44	54.16
March	64.46	65.10	66.44	68.20
April	61.50	60.98	63.49	65.92
May	63.68	64.79	66.51	68.93
June	66.61	67.08	68.60	71.27
July	69.19	69.22	71.89	
August	67.76	67.73	69.53	
September	57.42	58.19	59.99	
October	60.93	62.16	64.49	
November	58.74	57.60	59.74	
December	58.87	62.49	63.78	
6 Mo. Total	**363.80**	**365.79**	**373.29**	**386.26**
Yr. Total	**736.71**	**743.18**	**762.71**	

Source: Bureau of Transportation Statistics, T-100 Market

Table 20. Systemwide 10 Months with Highest Unadjusted Passenger Enplanements, 2000-2015
Systemwide (Domestic + International) passenger enplanements on U.S. airlines (unadjusted) in millions (000,000)
Scheduled service only

Rank	Month	Unadjusted enplanements in millions
1	July 2007	72.40
2	July 2014	71.89
3	August 2007	71.34
4	June 2015	71.27
5	July 2005	70.57
6	July 2008	70.47
7	July 2011	69.91
8	June 2007	69.69
9	August 2014	69.53
10	July 2006	69.51

Source: Bureau of Transportation Statistics, T-100 Market

Table 21. U.S. Airlines Domestic Unadjusted Passenger Enplanements
Domestic passenger enplanements (unadjusted) in millions (000,000)
Scheduled service only

	2012	2013	2014	2015
January	47.08	47.82	47.96	49.73
February	46.41	45.74	45.51	47.16
March	56.20	56.57	57.76	59.56
April	53.69	53.23	55.25	57.70
May	55.75	56.56	57.89	60.25
June	57.90	57.99	59.26	61.81
July	59.69	59.31	61.76	
August	58.65	58.12	59.76	
September	50.14	50.77	52.53	
October	53.78	54.71	57.08	
November	51.85	50.54	52.58	
December	51.17	54.33	55.49	
6 Mo. Total	**317.03**	**317.91**	**323.63**	**336.21**
Yr. Total	**642.31**	**645.69**	**662.83**	

Source: Bureau of Transportation Statistics, T-100 Domestic Market

Table 22. Domestic 10 Months with Highest Unadjusted Passenger Enplanements, 2000-2015
Domestic passenger enplanements on U.S. airlines (unadjusted) in millions (000,000)
Scheduled service only

Rank	Month	Unadjusted enplanements in millions
1	July 2007	63.46
2	August 2007	62.66
3	July 2005	62.40
4	June 2015	61.81
5	July 2014	61.76
6	June 2007	61.49
7	July 2008	61.40
8	July 2006	60.84
9	July 2011	60.31
10	May 2015	60.25

Source: Bureau of Transportation Statistics, T-100 Domestic Market

Table 23. U.S. Airlines International Unadjusted International Passenger Enplanements
International passenger numbers (unadjusted) in millions (000,000)
Scheduled service only

	2012	2013	2014	2015
January	7.36	7.53	7.85	8.06
February	6.70	6.75	6.93	7.00
March	8.26	8.53	8.68	8.64
April	7.80	7.75	8.24	8.22
May	7.93	8.22	8.62	8.67
June	8.71	9.08	9.34	9.46
July	9.50	9.91	10.13	
August	9.11	9.61	9.77	
September	7.29	7.43	7.46	
October	7.15	7.45	7.41	
November	6.89	7.06	7.16	
December	7.71	8.16	8.29	
6 Mo. Total	**46.76**	**47.86**	**49.66**	**50.05**
Yr. Total	**94.41**	**97.48**	**99.88**	

Source: Bureau of Transportation Statistics, T-100 International Market

Table 24. International 10 Months with Highest Unadjusted Passenger Enplanements, 2000-2015
International passenger enplanements on U.S. airlines (unadjusted) in millions (000,000)
Scheduled service only

Rank	Month	Unadjusted enplanements in millions
1	July 2014	10.13
2	July 2013	9.91
3	August 2014	9.77
4	August 2013	9.61
5	July 2011	9.60
6	July 2012	9.50
7	June 2015	9.46
8	June 2014	9.34
9	July 2010	9.29
10	August 2012	9.11

Source: Bureau of Transportation Statistics, T-100 International Market